

# **Undergraduate Pilot Training PILOT APPLICATION GUIDE**



**Arizona Air National Guard  
162d Operations Group**

**2025**

**THE ARIZONA AIR NATIONAL GUARD IS AN EQUAL OPPORTUNITY EMPLOYER  
All applicants will be considered without regard to gender, race, orientation, creed,  
color or ethnic background**

# **HISTORY OF THE 162d Wing ARIZONA AIR NATIONAL GUARD**

## **The Early Years**

The unit's history dates back to 1956 when the 152nd Fighter Interceptor Squadron of the Arizona Air National Guard flew the Korean War vintage F-86A. At that time the "base" consisted of an old adobe farmhouse and a dirt-floor hangar with just enough space for three aircraft.

Despite the facility limitations, the Air Defense Command's Headquarters 4th Air Force judged the 152nd FIS outstanding in accomplishing its air defense mission. It declared the unit "Best in the West" in the 1950s and the early 1960s. Late in 1968 the unit received its first of five Air Force Outstanding Unit Citations for converting from the F-100 day-fighter to the all-weather F-102 "Delta Dagger" interceptor aircraft in just 10 months. The unit did it faster and better than any other Air National Guard unit converting to the F-102. The Air National Guard officially re-designated the unit as the 162nd Tactical Fighter Training Group and the 152nd Tactical Fighter Squadron in 1969. The unit's new job was producing combat-ready pilots for the F-100 aircraft. They graduated their first students in 1970. Shortly afterward, the unit formed the Air National Guard Fighter Weapons School in Tucson and received its third Air Force Outstanding Unit Citation. This school taught Air Guard and Reserve fighter pilots from throughout the country to effectively use advanced tactics and weapons technology.

## **The 1980s**

The unit received its second Air Force Outstanding Unit Citation for successfully continuing to train F-100 students while completing the most challenging conversion in the unit's history. That tasking was to convert from F-100s to A-7Ds. In the early 1980s, the Group also received the A-7K, a two-seat combat-capable training aircraft. This was the first time an aircraft manufacturer produced a new aircraft specifically designed for Air National Guard use.

During the 1980s, the unit received its fourth Outstanding Unit Citation and the Spaatz Trophy. The Spaatz trophy recognized the 162nd Fighter Group as the outstanding Air National Guard unit in the United States. In 1983, the unit added the A-7 Fighter Weapons School and began another dimension in training.

In 1985, the unit began a unique dual training mission in the F-16 and A-7 aircraft.

In 1987, the Group was awarded the "Sistema de Cooperacion Entre Las Fuerzas Aereas Americanas (SICOFAA)," the Safety Award of the Americas. In 1989, the Netherlands and the United States formally agreed to use the 162nd Fighter Group's first-rate facilities and people to train Dutch fighter pilots in the F-16 aircraft. In 1990 the unit received its fifth Air Force Outstanding Unit Citation. Midsummer 1991 saw the retirement of all its A-7D aircraft. Now the unit flies the F-16 C/D aircraft plus a single C-26A "Metroliner" light transport aircraft.

## **The 1990s**

In April 1992, the Group's international training mission began a major expansion, training fighter pilots for the Republic of Singapore, followed in 1993 by Bahrain, Portugal in 1994, and Thailand, Indonesia and, Turkey in 1995. The unit was designated a wing in October of 1995 and the international training mission continued to expand, adding Belgium in 1996 followed by Jordan and Norway in the first half of 1997. Denmark began training here in June 1998, and Japan began training in late 1998. Italy sent their first pilot to Tucson in October 2000, Greece began training here in January 2001 and the

United Arab Emirates sent their first students here in August 2001. Oman and Poland both began sending students here in 2004. Other nations who have trained or are currently training in Tucson are Israel, Italy, Chile and Taiwan. Additional nations are currently negotiating training programs with the 162 FW.

In addition to the training done at the ANG base in Tucson, the Wing conducts training at individual client nations. Mobile Training Teams have conducted classes in numerous countries around the world, most recently in Turkey, the Netherlands, Thailand and Poland. The Thailand Mobile Training Team conducted the unit's premier international training course, known as the Advanced Weapons Course. This program provides "graduate-level" training to assist allied nations in meeting their need for highly trained F-16 pilots.

### **The 2000s**

The September 11th terrorist attacks on our nation brought immediate change to the 162d FW. Within hours of the first attack on the World Trade Center and the Pentagon, the 162d FW placed F-16 aircraft on alert. In the days and weeks that followed, the wing met every requirement of this new air defense mission, dubbed Operation NOBLE EAGLE, with outstanding results. Many members of the wing volunteered to support this new mission and others answered the President's call to "mobilize" in support of this critical mission.

The unit received its sixth Outstanding Unit Award in 2003 for mobilizing more than 300 personnel to support the North American Air Defense Command's Operation NOBLE EAGLE, providing more than 50 personnel to support Central Command's Operation ENDURING FREEDOM, for supporting Joint Forge, Coronet Oak, Coronet Nighthawk and providing personnel to Southern Command and European Command.

On June 27, 2004, the 162d FW and the United Arab Emirates initiated a unique training program. The UAE F-16 Training Program is a dedicated F-16 squadron, the 148th Fighter Squadron, operating 13 F-16E/F (Block 60) aircraft. The first aircraft arrived on Sept. 2, 2004.

After a decade long partnership, on October 20, 2010 the 162d FW and the United Arab Emirates Air Force celebrated the successful conclusion of their formal training relationship. On October 29, 2010 after a three-year break, the Royal Netherlands Air Force returned to the 162d FW for advanced F-16 pilot training.

After the official realignment of the 214th Reconnaissance Group under the command of the 162d FW on April 1, 2014, the unit was redesignated the 162d Wing. The new name reflects that the 162d WG supports both fighter and reconnaissance missions.

### **Today**

The decades long partnership with the RNLAf came to an end with the graduation of the last F-16 students on July 29, 2022, and official deactivation of the 148<sup>th</sup> FS on December 18, 2022. This paved the way for the 21<sup>st</sup> FS to relocate from Luke AFB to Morris Air National Guard Base on September 30, 2022.

The Wing has come a long way from the adobe farmhouse and dirt-floor hangar of 50 years ago. The men and women of the 162nd WG are proudly dedicated to the missions of US and International F-16 Pilot Training, Homeland Defense and MQ-9 operations.

# INTRODUCTION

Thank you for your interest in the Arizona Air National Guard Undergraduate Pilot Training (UPT) Program. This Guide was developed to help answer your questions, assist you in the application process and provide you with some general information about the Arizona Air National Guard. It includes information about the pilot training process and our expectations of 162d Wing F-16 pilots, in addition to specific application submission requirements.

## APPLICATION/BOARD INFORMATION

2025 applications are now being accepted for AZ Air National Guard members ONLY!

**Applications are due to the address below, no later than close of business on September 12, 2025. If mailing your package, it must be received on or before the above date. Postmark date does not apply.**

**After reviewing the packages, selected individuals will be contacted to schedule an interview date. The interview board will be held around the 162d Wing's October 2025 drill (3-5 Oct).**

Please check <https://www.162wing.ang.af.mil/About-Us/Careers/> periodically for updates. If you have any questions or concerns not addressed in this package or online, please contact the 162d Operations Group at [162wg.og.upt@us.af.mil](mailto:162wg.og.upt@us.af.mil).

Send or drop application packages to: 162d Operations Group  
Attn: Commander Support Staff  
Pilot Application Package  
1660 E El Tigre Way  
Tucson, AZ 85706

Again, thank you for your interest in flying the F-16 in the 162d Wing, Arizona Air National Guard!

# REQUIREMENTS AND QUALIFICATIONS

To qualify for the 162d Pilot Training Board, at the application due date, you **MUST**:

- Be a U.S. Citizen.
- Bachelor's degree or higher from an Accredited Institution, as defined by the U.S. Office of Post-Secondary Education: <https://www.ed.gov/accreditation?src=rn>
  - Minimum GPA 2.5 based on 4.0 scale
  - Applicants who have 110 credit hours and will complete their degree no later than **30 December 2025** may be considered. Failure to graduate on time will disqualify you from further UPT processing.
- Be able to pass the Air Force Fitness Assessment: <https://www.afpc.af.mil/Career-Management/Fitness-Program/>
- Meet minimum AFOQT scores for your category at the application due date
- Have taken the Test of Basic Aviation Skills (TBAS) and received test scores. If you have previously taken the BAT, you **must** take the TBAS. You are eligible to take the TBAS six months after you last took the BAT.
- Provide full disclosure of DUI(s), traffic violations, arrests and convictions. Law violations do not disqualify an individual **but non-disclosure of any offense is disqualifying with prejudice!**
- Be no more than 30 years old when you start pilot training *and/or* have no more than 5 years of commissioned service (normally you will start pilot training approximately one and a half years after the date of the board). Because of the processing lead times, we will *normally not* interview a candidate who is older than 28 years old at the time the board meets. The 162d Wing is not currently entertaining age waivers.
- As a minimum, you must have been cleared solo by an FAA or military instructor pilot and completed a solo flight in an aircraft (powered flight or glider) as part of a formal training course.
- Meet the following medical standards:
  - Distant vision must be correctable to 20/20
  - Near vision must be correctable to 20/20
  - Normal color vision & depth perception
  - Standing height of 64" to 77"
  - Sitting height of 34" to 40"
  - Weight between 103 and 240 pounds
  - Blood Pressure maximum 140/90
  - Uncomplicated Refractive Surgery is not disqualifying for all classes of flying duties and Aviation and Aviation Related Special Duty (AASD) if pre-refractive Surgery Cycloplegic refractive error limits were met. Waiver is required only if complications occurred or if surgery was performed beyond the standards but does not exceed waiver limits.

# APPLICATION PACKAGE CONTENTS

Please ensure all the following items are included with your package, in the order listed below. Incomplete information will affect consideration for an interview.

- Cover Letter, including a recent photo. One page maximum, introducing yourself and providing other pertinent information. Clarify any missing application data in this letter, if applicable.
- Three letters of recommendation, maximum
- Typed Application Form (see below)
- Resume
  - Include flying experience, ratings, FAA certificates and all flying hours broken out
  - Include any varsity sports background from high school, college, or professional
  - Official AFOQT Scores printout
- Copy of your TBAS Scores
- Official PCSM score printout
- Completed DD Form 369, police record check
- Completed AF Form 2030, USAF Drug and Alcohol Abuse Certificate
- Letter from a security manager verifying your security clearance
- **Official and sealed**, certified Copy of College Transcripts (No Photocopies)
- Copy of Diploma **or** an Official letter from Academic Advisor with projected Grad date, and remaining classes, if graduation is not until deadline date
- Copy of the Last Two Pages from your Flight Log Book (showing current flight hours)
- Copy of any FAA Flight Certificates
- Corrective Eye Surgery (PRK/LASIK/LASEK) Waiver Criteria Checklist (if applicable)
- AZANG Medical Prescreening Form, signed by applicant
- Copies of the last three performance reports or appraisals (if applicable)

## PREPARING YOUR APPLICATION PACKAGE

Many of you go to great expense to prepare a package using expensive bindings. Save your money! We don't need an expensive package to learn about you, we just need the facts.

- Arrange your application package in the order listed above
- Do not include extra documentation; submit only the requested items
- Use standard, letter size paper
- Use single-sided copies only
- Place in a standard 2-pocket presentation folder
- Use paperclips only, do not use staples

**PLAN AHEAD AND FOLLOW THE INSTRUCTIONS.** To receive consideration for an interview, your COMPLETE package must arrive no later than the close of business on the published deadline date. Every part listed, including test scores, must be included in the package or you will NOT be considered for an interview.

# SELECTION BOARD AND INTERVIEWING PROCESS

A board of three to four 162d Wing F-16 instructor pilots will interview the candidates. Applications are screened for minimum qualifications upon receipt. The process is very competitive and many factors are considered when choosing candidates. The Board attempts to select those individuals who are most likely to succeed in pilot training and whose qualifications best fit the wing's current needs. **Incomplete application packages will not be considered.**

The board will be held at the 162d Wing in Tucson, AZ. The board attempts to set the interview times approximately one month in advance. Personnel who are selected for an interview will be contacted by telephone. Travel, lodging, meals, and any other expenses associated with visits to the unit are the responsibility of the candidate. If selected, all expenses associated with travel to Tucson for processing purposes are also at your own expense until you are sworn-in as a member of the 162d Wing, Arizona Air National Guard.

Candidates should be prepared to interview during the workweek or weekend. A typical interview begins with board member introductions, an explanation of the application process, followed by questions from each board member. Prepare for this interview the same way you would for any job interview. Be prepared to give a general introduction of yourself to the board. As questions are asked, the board will most likely be looking for answers which show how you have handled a situation in the past (i.e., instead of simply stating that your strongest attribute is integrity, give examples of how you have demonstrated this attribute in a past situation). The board is also trying to evaluate who is most likely to successfully complete pilot training and merge well with squadron members once they have returned from training. Relax and be yourself.

Only 1-2 people are selected each year to become F-16 pilots with our unit. All applicants who received an interview will be contacted by phone with the board's results. **Selection as an alternate does not guarantee future selection for a training slot. If selected as an alternate and you do not get moved to a primary slot, you will have to compete with all other applicants again on future selection boards.**

If selected as a UPT Candidate, your journey is just beginning. You will be required to see one of the 162d flight surgeons for an initial look at your physical requirements and be required to go TDY for an official Air Force Class I flying physical. Once the official physical is completed and approved by the National Guard Bureau, you will be scheduled for your official training. If you are not an officer, you will normally go to Officer Training School (OTS) within one year of selection. Upon completion of OTS, you will be appointed to the rank of 2nd Lieutenant. **Officers selected from the board will typically begin pilot training within one year following the board. It can take 2 years for any non-officers to begin pilot training because of the OTS requirement.**

# PILOT TRAINING PROCESS

*If selected for UPT, you can plan on spending approximately 3 years in some sort of formal military training, beginning approximately a year after your selection. Successful completion of this training requires dedication, long hours, and strong support from your family. Your family should be fully aware of and prepared for this demanding period.*

The table below lists the schools you will attend. Except for OTS, we attempt to schedule all the schools back-to-back. Because of class schedules, you may have a break between periods of active duty while waiting for a school date. The time between schools could vary from a few days to a few weeks. You will be on Active Duty status during the training periods. Currently the UPT process is under changes with courses and timelines, updates will be provided as they become official.

SCHOOL	DESCRIPTION	LOCATION	DURATION
Officer Training School (OTS)	Basic military training for officers, leadership & professional development	Maxwell AFB, AL	9 weeks
USAF Initial Flight Training (IFT)	Initial pilot flying training required if no private pilot's license	Pueblo, CO	4 weeks
Specialized Undergraduate Pilot Training (SUPT)	USAF Pilot School Fly approximately 90 hours in the T-6 "Texan" and 110 hrs in the T-38 "Talon"	Vance AFB, Enid OK <b>OR</b> Columbus AFB, Columbus MS <b>OR</b> Laughlin AFB, Del Rio TX <b>OR</b> Sheppard AFB, Wichita Falls TX	54 weeks
F-16 Centrifuge Course	Gain qualification in high-G maneuvers	Wright-Patterson AFB, Dayton OH	1 day
Intro to Fighter Fundamentals (IFF)	Learn the fundamentals of Air-to-Air and Air-to-Ground fighting	At one of the pilot training bases	6 weeks
Replacement Training Unit (RTU)	Learn to fly and fight in the F-16	Holloman AFB Alamogordo, NM <b>OR</b> Morris ANGB, Tucson AZ <b>OR</b> Kelly ANGB, San Antonio TX	10 months
Survival School Water	Learn the basics of water survival	Fairchild AFB, Spokane WA	4 days
Survival School Land	Learn the basics of land survival	Fairchild AFB, Spokane, WA	17 days

## PAY SCALE AND BENEFITS

- **OTS:** current enlisted rank or SSgt, whichever is higher
- **UPT, IFF, RTU & Survival School:** 2nd Lieutenant or current officer rank

During your training, you and your dependents will be covered by the military's health insurance (TRICARE); you will have the option to enroll, at your own expense, in a low-cost program that provides dental coverage for your dependents.



# AFOQT

The Air Force Officer Qualifying Test is similar to college entry exams. Study guides are available at most bookstores and libraries. The scores on this test are a heavily weighed factor in the selection process. Therefore, it is strongly recommended that you prepare for this test. **You may only take this test twice during your lifetime.** There must be at least 180 days between tests. The most recent test scores are the ones that are valid (i.e., if you test a second time and receive a lower score in an area, you may not use the test score from the first test). To schedule testing for the AFOQT, please contact the nearest Air Force Base Promotions and Testing section (Davis-Monthan AFB, 520-228-4813). You may need a letter of recommendation from your commander to be administered this test. This letter should state that you are an officer candidate and the commander requests that you be administered the AFOQT. **The AFOQT must be completed at least two weeks prior to taking the TBAS Test.** Plan accordingly.

- **Minimum Required Scores for *College Graduates*:**
  - Pilot 25    Navigator 10    Quantitative 10    Verbal 15
  - Pilot and Navigator added together must be equal to or greater than 50
- **Minimum Required Scores for *Non-College Graduates*:**
  - Pilot 50    Navigator 25    Quantitative 25    Verbal 30
  - Pilot and Navigator added together must be equal to or greater than 90

# TEST OF BASIC AVIATION SKILLS (TBAS)

The TBAS consists of nine sub-tests that measure psychomotor skills and cognitive aptitude. Examinees are required to interact with the computer to provide their responses. TBAS scores are combined with the candidate's Air Force Officer Qualifying Test (AFOQT) and flying hours to produce a Pilot Candidate Selection Method (PCSM) score. The PCSM score provides a measure of a candidate's aptitude for pilot training. This is NOT a test you can study for. The score is on a scale of 1-99, with 99 being the best possible score. Private pilot licenses are not considered in the PCSM score. Candidates are allowed two attempts at the TBAS with a minimum of 180 days between attempts. More information can be found at this website: <http://access.afpc.af.mil/pcsmmdmz/index.html>

Complete the TBAS Candidate Worksheet (located on the PCSM website) and bring it with you on the day of the test. You should also bring a valid form of identification, your Social Security Card, your current college transcript and your flight logbook, if you have any flying experience. Examinees who fail to inform the test administrator of a previous BAT/TBAS administration will be permanently disqualified from consideration for the pilot training program.

# PHYSICALS

The 162d Medical Group will administer a screening flight physical on an appointment basis only. Screening will take approximately 3-5 hours, depending on the number of people taking a physical that day. The physical will be scheduled for you on a specified date at Morris Air National Guard base.

All pilot candidates must pass the Air Force Flying Class 1 physical currently administrated at Wright Patterson AFB, Ohio. This physical must be administered by an Air Force Flight Surgeon.

# FLYING WITH THE 162D AFTER PILOT TRAINING

An important thing to remember is that when selected for pilot training, **you are hired as a traditional guardsman and should not anticipate full time employment after training.** You will have a traditional guardsman service commitment to the Air Force and the Air National Guard of ten years from the date you graduate Undergraduate Pilot Training. After you complete Replacement Training Unit (RTU), you will begin a seasoning process in an active duty pay status for approximately two to three years. This seasoning will occur either at the 162d Wing OR at an operational Guard unit. If you end up seasoning with the 162d, we will work with all the F-16 ANG wings to allow you to fly with them through their deployments and training events. This gives you time to continue practical application of your training, fine tune your F-16 flying skills, and get comfortable with the F-16 before you revert to the status of a traditional guardsman at the completion of your seasoning orders.

Upon completion of your active duty time, you will have a choice to make. The three primary choices are compete for a full-time position with the 162d Wing, apply to an operational unit for full-time employment, or transition to civilian life and maintain part-time status with an ANG F-16 wing. In a part-time status, you will be required to fly a minimum number of flights per month. You should plan on working 6-8 days per month at your base to fly and meet your monthly requirements (this allows for weather, maintenance and airspace problems). Keep in mind, the time commitment is definitely more than that expected of a 'typical' guardsman who works only one weekend a month and two weeks a year. Fighter units normally fly two times a day, morning and afternoon, five days of the week and one weekend out of each month. The daily flying schedule is flexible enough to work around your civilian career. Typically, one week a month is a night flying week where the unit flies an afternoon "go" and a night "go".

In addition to home station flying, operational units typically deploy numerous times throughout the year. These deployments span the globe and include every type of flying we are qualified to do. You will be expected to deploy on most training deployments (typically 2-3 weeks), and on all operational deployments (90-180 days). With the daily flying schedule and all the deployments we participate in, you should not have any problem meeting your minimum number of flights each month.

Tucson is an instructional unit, therefore, full-time employment is reserved for F-16 instructor pilots. About 70% of the 162d Wing Instructor Pilots are full-time employees. They are responsible for day-to-day operations and training. The two full-time employment programs are:

- **The Air Reserve Technician Program:** Technicians are GS-13/14 members of the federal civil service and are required to maintain traditional membership as a military member of the unit (full-time civilian job + part-time traditional guardsman).
- **The Active Guard/Reserve (AGR) Program:** AGRs are full-time active duty military with the same pay, rules and benefits as active duty.



## Undergraduate Pilot Training Application

### Personal Information

Name: \_\_\_\_\_ SSN: \_\_\_\_\_  
(Last, First, MI)

Age: \_\_\_\_\_ Date of Birth: \_\_\_\_\_

Home Address: \_\_\_\_\_  
(Include City, State, Zip Code)

Alternate Address: \_\_\_\_\_  
(Include City, State, Zip Code)

Home Phone: \_\_\_\_\_ Work Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

E-mail Address: \_\_\_\_\_

Civilian Occupation: \_\_\_\_\_ Number of Years: \_\_\_\_\_

### Test Information

How many times have you taken the AFOQT<sup>1</sup>? \_\_\_\_\_

Date AFOQT was taken: \_\_\_\_\_ Where did you take the AFOQT? \_\_\_\_\_

AFOQT Scores Pilot: \_\_\_\_\_ Nav: \_\_\_\_\_ Academic: \_\_\_\_\_ Verbal: \_\_\_\_\_ Quantitative: \_\_\_\_\_

TBAS<sup>2</sup> Score: \_\_\_\_\_

Date TBAS was taken: \_\_\_\_\_ Where did you take the TBAS? \_\_\_\_\_

<sup>1</sup> AFOQT: Air Force Officer Qualifying Test

<sup>2</sup> TBAS: Test of Basic Aviation Skills

### Education

College Graduate: Yes No Graduation Date: \_\_\_\_\_ State: \_\_\_\_\_

Did you work while attending college? Yes No Where: \_\_\_\_\_

List all college, post graduate, internship, residence or fellowship education programs that you have completed, or in which you are currently enrolled.

Name of School	State	Dates Attended	Major	Hours Completed	Type of Degree	GPA

Where did you attend middle/high school?

Name of School	City	State	Dates Attended

### Military History

1. Are you currently employed by any agency of the U.S. Government? Yes No  
If Yes, please list agency location: \_\_\_\_\_
2. Have you ever been a member of the Civil Air Patrol? Yes No
3. Have you received any Junior ROTC or ROTC Scholarships? Yes No
4. Do you currently have a military security clearance? Yes No  
Type: \_\_\_\_\_  
Date Awarded: \_\_\_\_\_  
Date Expires: \_\_\_\_\_
5. Please Mark and complete your Military Status:  
I have no prior military Services  
I was in the military during these dates: \_\_\_\_\_ to \_\_\_\_\_ What Component? \_\_\_\_\_  
I am currently in the military (from \_\_\_\_\_ to present). What Component? \_\_\_\_\_  
Enlisted Expiration of Term of Service: \_\_\_\_\_  
Officer Date of commission: \_\_\_\_\_  
Total Active Federal Commissioned Service: \_\_\_\_\_  
Service Commitment Expiration Date: \_\_\_\_\_
6. Have you ever applied for a commission with another military service? Yes No
7. Have you participated in any previous commissioning programs? Yes No
8. Have you ever been eliminated from commissioning training? Yes No
9. Have you ever attended Flight Screening, Officer Training or Undergraduate Pilot Training for any branch of service and, if so, did you graduate from the program?
10. Have you ever applied for appointment as an officer but were not selected, or selected but declined acceptance?
11. Have you ever received a discharge under 'Other than Honorable' conditions? What was the reason for your separation from the military?

## Military History

Please list all prior military service to include ROTC or Military Academic Service

Dates	Highest Grade	Component <small>(i.e. Air Force, Navy, Army, Marine Corps)</small>	Skill, AFSC, MOS	Active Duty, National Guard, or Reserve	City, State

## Flying Information

1. Do you have a private pilot's license? Yes      No  
Other certificates, if applicable:

2. Total number of flight hours: \_\_\_\_\_

3. Date of initial solo: \_\_\_\_\_

4. Date of last flight: \_\_\_\_\_

5. Aircraft Flown: \_\_\_\_\_

6. Do you have an FAA medical? Yes      No  
Class?

7. Provide full disclosure of any aviation related incidents, violations, or accidents.

### Personal/Legal

1. If selected, are you able to attend training without employer problems? Yes No
2. Are you willing to wait for a training quota for as long as two years? Yes No
3. Have you discussed this with your family and employer? Yes No
4. Do you have any severe financial difficulties? Yes No
5. Have you ever declared bankruptcy? Yes No
6. Are you conscientious objector? Yes No
7. Do you have friends and/or relatives who are/were in the 162d Wing? Yes No
- If yes, list who:

8. Do you have any Tucson or Arizona area connections? Yes No
9. Do you have any concerns/problems that have not been addressed? Yes No

10. How did you learn about this opportunity? \_\_\_\_\_

11. Have you ever been charged, arrested, cited, convicted or held by any law enforcement agency to include juvenile offenses, drug/alcohol involvement or traffic violations? Yes No

\*\*\*\*\*YOU MUST LIST ALL TRAFFIC VIOLATIONS\*\*\*\*\*

Name of Offense	Date of Incident	Fines/Sentencing	Final Disposition

12. Have you ever used marijuana? Yes No If yes, how many times? \_\_\_\_\_

13. Hobbies:

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14. Extracurricular Activities:

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15. Additional information:

(please use this area if you need to continue a question from above or to give additional information that you would like the board members to know about you)

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THE ARIZONA AIR NATIONAL GUARD IS AN EQUAL OPPORTUNITY EMPLOYER

**All applicants will be considered without regard to gender, race, orientation, creed, color or ethnic background**

**CORRECTIVE EYE SURGERY (PRK/LASIK/LASEK)  
WAIVER CRITERIA CHECKLIST  
\*ONLY PRK IS ACCEPTABLE FOR FLYING DUTIES\***

**MUST BE COMPLETED BY YOUR EYE CARE PROFESSIONAL USING THIS CHECKLIST OR CASE WILL  
BE RETURNED WITHOUT ACTION FOR COMPLETION**

**APPLICANT'S NAME: SSAN:** \_\_\_\_\_

1. **PRE-OPERATIVE** REFRACTIVE ERROR, Cycloplegic Refraction: **Date of Surgery:** \_\_\_\_\_  
Cannot be over +5.50 FC1 or +8.00 FC1A/III or General Military Service (GMC) in any meridian to be acceptable. (No exception.)

OD: By: \_\_\_\_\_ Sph: \_\_\_\_\_ CX: \_\_\_\_\_  
OS: By: \_\_\_\_\_ Sph: \_\_\_\_\_ CX: \_\_\_\_\_

2. **POST-OPERATIVE** refractive error, Cycloplegic Refraction: **Date:** \_\_\_\_\_  
**Must be within three days of eye surgery.**

OD: By: \_\_\_\_\_ Sph: \_\_\_\_\_ CX: \_\_\_\_\_  
OS: By: \_\_\_\_\_ Sph: \_\_\_\_\_ CX: \_\_\_\_\_

Best Uncorrected Distant Visual Acuity: OD 20/ \_\_\_\_\_ OS 20/ \_\_\_\_\_  
Best Uncorrected Near Visual Acuity: OD 20/ \_\_\_\_\_ OS 20/ \_\_\_\_\_

3. **THREE MONTH POST-OPERATIVE** refractive error, Cycloplegic Refraction: **Date:** \_\_\_\_\_

OD: By: \_\_\_\_\_ Sph: \_\_\_\_\_ CX: \_\_\_\_\_  
OS: By: \_\_\_\_\_ Sph: \_\_\_\_\_ CX: \_\_\_\_\_

Best Uncorrected Distant Visual Acuity: OD 20/ \_\_\_\_\_ OS 20/ \_\_\_\_\_  
Best Uncorrected Near Visual Acuity: OD 20/ \_\_\_\_\_ OS 20/ \_\_\_\_\_

4. **SIX MONTH POST-OPERATIVE** refractive error, Cycloplegic Refraction: **Date:** \_\_\_\_\_  
**Must be no less than six months post eye surgery required for FCIA.**

OD: By: \_\_\_\_\_ Sph: \_\_\_\_\_ CX: \_\_\_\_\_  
OS: By: \_\_\_\_\_ Sph: \_\_\_\_\_ CX: \_\_\_\_\_

Best Uncorrected Distant Visual Acuity: OD 20/ \_\_\_\_\_ OS 20/ \_\_\_\_\_  
Best Uncorrected Near Visual Acuity: OD 20/ \_\_\_\_\_ OS 20/ \_\_\_\_\_

5. **\*ONE YEAR POST** Cycloplegic Refraction required for all laser eye surgery: **Date:** \_\_\_\_\_  
**Must be no less than one year post eye surgery required for FCIII waiver application & FCIA prior to UNT.**

OD: By: \_\_\_\_\_ Sph: \_\_\_\_\_ CX: \_\_\_\_\_  
OS: By: \_\_\_\_\_ Sph: \_\_\_\_\_ CX: \_\_\_\_\_

Best Uncorrected Distant Visual Acuity: OD 20/ \_\_\_\_\_ OS 20/ \_\_\_\_\_  
Best Uncorrected Near Visual Acuity: OD 20/ \_\_\_\_\_ OS 20/ \_\_\_\_\_

Evaluate/explain any side effects secondary to the surgery (Y/N) glare: \_\_\_\_\_, haze: \_\_\_\_\_, halos: \_\_\_\_\_, diplopia: \_\_\_\_\_, difficulty seeing at night: \_\_\_\_\_, lattice degeneration: \_\_\_\_\_, retinal detachment / holes: \_\_\_\_\_, other eye pathology: \_\_\_\_\_  
Explain any (Y) findings: \_\_\_\_\_

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Waiver criteria for stable refraction – two cycloplegic refractions post surgery at least 3 months apart with no more than 0.50 changes in either eye. All must be 12 months s/p surgery for waiver.

\*One year post follow-up for UPT (Pilot) will be in conjunction with MFS at Brooks AFB prior to pilot training. **Note 1: All evaluations noted above are mandatory and must be completed by the eye care professional. Note 2: All pre/post evaluations must be submitted with the waiver package, or case will be returned.**

**Note 3: The entire form should be completed prior to the applicant entering training.**

\_\_\_\_\_  
**Printed Name & Stamp (Eye Care Professional)**

\_\_\_\_\_  
**Signature**

\_\_\_\_\_  
**Date**

AZANG MEDICAL PRESCREENING FORM											
Principal Purpose: To expedite your medical examination processing by identifying possible medical problem areas and to aid the medical staff in determining your eligibility and physical capabilities. To prepare military service applicants for medical processing by identifying documents or medical history required. Disclosure: Voluntary. Failure to provide the information requested will stop any further processing of your application. Intentional withholding of a known medical condition is prohibited under Federal Law.											
PART I. PROCESSING REQUIREMENTS											
NAME OF APPLICANT						DATE OF BIRTH			SSN:		
HEIGHT			WEIGHT			PROCESSING FOR: THE ARIZONA AIR NATIONAL GUARD					
PART II. MEDICAL HISTORY – Check each item and explain all ‘yes’ or ‘unsure’ answers											
PHYSICAL IMPAIRMENTS				MEDICAL CONDITIONS				TREATMENTS			
			Do you, or have you ever had:				10. Do you have any difficulty standing for a long period of time				Have you ever:
			1. Back trouble				Have you ever:				22. Taken medication
			2. Ear trouble or loss of hearing				11. Been treated for a mental condition				23. Been hospitalized
			3. Any painful or trick joints or loss of movement in joint				12. Been a sleepwalker since age 12				24. Had bones surgically repaired using pins, screws or plates
			4. Any deformity of, or missing, fingers, toes or limbs or impaired use of arms, legs, hands or feet				Do you, or have you ever had:				25. Had any illness or injury including broken bones which required treatment by a physician, surgeon, hospitalization or surgical operation
							13. Addiction to drugs or alcohol				
							14. Allergies				
							15. Asthma or respiratory problems				
			5. Eye trouble, injury or illness				16. Bedwetting since age 12				
			6. Loss of vision in either eye				17. Epilepsy or seizures of any kind				
							18. Other medical problems or defects of any kind				
CORRECTIVE DEVICES				FEDERAL GOVERNMENT ACTIONS				DISEASES			
YES	NO	UNSURE		YES	NO	UNSURE		YES	NO	UNSURE	
			Do you:				Have you ever:				Do you, or have you ever had:
			7. Wear braces on your teeth				19. Been rejected for military service				26. Hepatitis
			8. Wear contacts or glasses				20. Been discharged from military service for mental, physical or other reasons				27. Rheumatic fever
			9. Wear a hearing aid				21. Applied for, or currently receive, disability from any Federal Agency				
Explain all ‘Yes’ or ‘Unsure’ answers. Annotate item number, describe problem, give age at the time and current status regarding that problem.											

I certify that the information on this form is true and complete to the best of my knowledge and belief, and no person has advised me to conceal or falsify any information about my physical, mental or government history.

Printed Legal Name

Signature